racing is an accomplished fact. Recently papers were filed in Albany incorporating the National Motor Contest Circuit, the National Motor Contest Circuit, the or three other tire concerns are negoformal designation of what is already popularly known as the "National Circuit," and such men as Howard Marmon, Robert P. Hooper, S. M. Butler and A. R. Pardington are among the incorporators. The drawn is signficant of the intention of the new association. The company has its existence solely for the benefit and advantage of the manufacturers who take part in racing and for the great public which is interested in the continuance of clean and high class sport.

The incorporation, which was done months ago to a point where it is prepared to furnish the highest possible class of automobile racing on terms of the greatest advantage to manufacturers, pro-

The incorporators of the company are all men well known to the automobile industry and sport. Mr. Marmon, for instance, is one of the manufacturers of the Marmon car and is chairman of the active rules committee of the Manufacturers' Contest Association. Robert Hooper of Philadelphia is president of the American Automobile Association and was formerly the head of the good roads board of the A. A. A. Mr. Hooper for years has been active in the furtherance of automobile sport in the State of Pennsylvania and has a national reputa-

S. M. Butler for years has been connected with the world of automobile activities and as chairman of the contest board of the A. A. A. has really controlled the sport and has put it on the highest possible plane. Mr. Pardington is known

drivers, mechanics, officials, timers, spare parts, sundries and the like is to be tional circuit. No less than thirty racing cars are to be carried on it. The train will consist of twenty cars, including diners, sleepers and a machine shop car, cars for parts, oils, magnetos, tires and other equipment. The circuit as now arranged covers something over 7,000 miles with no less than twenty-two race with the balance of the time devoted to tuning up, travel, &c. The route already has been laid out and every detail completed. Becuase of the refusal of the railroad companies to hau more than twenty cars on a train of this sort the number of automobiles that can be taken is necessarily limited to thirty.

Manufacturers in every section of the country have agreed to enter cars. Some of them will have only one on the circuit, others will have as many as four. Uniformity in the interpretation of the rules of the association and uniform technical. meets and about thirty days of racing

of the association and uniform technical examination of the participating cars by F. E. Edwards, chairman of the technical committee; the uniform starting

AUTOMOBILES.

NATIONAL CIRCUIT COMPLETE

INCORPORATION OF PLAN THE
LATEST STEP.

Decial Train to Carry Performing Automobiles to Be Made Up of Twenty Cars—Uniformity of Conditions a Specialty—Other Details of Project.

The National Grount of automobile facing is an accomplished fact. Recently to have an entire car and so forth, will be given out on a percentage basis and there will be given out on a percentage basis and there will be a feature of the train and through this department the percentages made and kept up by an expert accountant will be given out on a percentage basis and there will be other features of the like kind. A fully organized publicity department will be a feature of the train and through this department the percentages made and kept up by an expert accountant will be given out on a percentage basis, and there will be given out on a percentage basis and there will be given out

or three other tire concerns are negotiating for like privileges on the circuit
train. Two magneto concerns and two
oil concerns also will join the circuit.
The machine shop car will be most
completely equipped. Negotiations have
been carried on with three large machinery houses to install lathes, drill
presses, a forge and the thousand and one
small tools necessary for the repair and
upkeep of the contesting cars.
The railroad cers composing the train
are to be painted of a uniform color and
lettered so that they will be unmistakable.
The movement of the train throughout
the country is a new advertising feature.
Its arrival at any city scheduled for a
circuit meet is bound to attract attention
and the detraining and entraining of the in order to centralize responsibility, and the detraining and entraining of the is one of the last of the steps that must racing cars from the Arms Palace cars, be taken before the actual racing season which are to be provided with end door be taken before the actual racing season opens. Practically every other detail has been arranged through the efforts of Mr. Pardington, who is managing director and treasurer of the National Motor Contest Circuit. The organization brought about by the American Automobile Association through its contest board, and approved by the Manufacturers' Contest Association, has been worked up from merely an idea a few months ago to a point where it is prepared

will be scheduled on the national circuit.
State fairs at St. Paul, Minn.: Syracuse, and Detroit, where the Michigan State for automobile racing in connection with this circuit.

Mr. Pardington will leave New York in a few days for Detroit, Indianapolis. Chicago, Cincinnati and other places where cars have been declared for the circuit to complete arrangements for their participation. He will stay for some time in Chicago to supervise the reconstruction of the Arms cars. These will be sent to indianapolis ready to start on the circuit season. It is expected now that there will be a day of racing at Indianapolis ready to start on the circuit season. It is expected now that there will be a day of racing at Indianapolis ready to start on the circuit space on the start of the life. The investment of the start of the circuit season. It is expected now that there will be a day of racing at Indianapolis ready to start on the circuit season. It is expected now that there will be a day of racing at Indianapolis ready to start on the circuit season. It is expected now that there will be a day of racing at Indianapolis ready to start on the circuit was first conceived it was thought that it would run for a perfod of a few months, say from May 30 to some time in November, but the tremendous interest that is being shown in every section of the country is likely to extend the circuit even that the remendous interest that is being shown in every section of the country is likely to extend the circuit even the finish of the body, where and a careful control of the participant security. It has become possible, by means of increased unity of the participant security of the manufacturing, standardization of parts and a careful control of the participant security of the summariation of parts and a careful control of the participant security of the summariation of parts and a careful control of the participant security of the summariation of parts and demands this. Our public understands and demands this.

Summed up it amounts to th

as the second vice-president and general manager of the Long Island Motor Parkmay and organizer of many events, including the Vanderbilt cup races of 1904, 1908, 1909 and 1910.

The National Motor Contest Circuit has opened offices in room 807 at 437 Fifth avenue, New York. From this place the organization of the special train which is to transport the racing automobiles, delications and manufacturers of cars and parts the Pacific Coast and arrange for a circuit there, taking in points in Texas, California, Washington, Oregon, Nebraska and Colorado, prior to the start of the 1912 main circuit. The investment of large sums of money in motor-dromes and speed-ways in Los Angeles, San Francisco, Denver, Cheyenne and Omaha has led to a call for a circuit which would bring out to the far West the Eastern talent that is only infrequently seen in that section.

The awards that will be made to drivers and manufacturers of cars and parts use of anti-skids in this country has been and manufacturers of cars and parts.

and manufacturers of cars and parts based solely on the percentage of wins in events on the circuit are bound to hold the achieved. This special train is an extraordinary feature, the composition of which is definite proof of the unusual activities that had to be entered into to accomplish the organization of the national street of the question, and the does not want to discard of fact," continued Mr. Missativities that had to be entered into to out of the question, will make the interest in racing keen, though it has been even more zestful than it was before.

### C. T. SILVER MARRIES.

Sales Company of New York, jumped into an Overland runabout yesterday and made the trip to Stamford, Conn., where he was married. The young woman who became Mrs. Silver was Miss Elsie Ablowich, the

### Paige-Detroits in Japan.

of an event by Fred J. Wagner and uniform rulings on all points in connection with the running of the various events by Mr. Pardington as referee insure identical conditions at all meets in itself a point unusual enough to justify the existence of the circuit if there were not so many other extraordinary things about it.

To show how completely the thing is to be done it is announced that tables showing the percentage of wins of each car in its class, of each manufacturer and each driver will be computed and announced daily. The same information regarding the performances of equip-

THE BROADWAY END As Seen by L. A. Hopkins of the Abbet

Detroit and Regal Cars "Factory interviews make mighty interesting reading-valuable too. But here at the selling end we get the human element, the personal equation, that of necessity the sity the manufacturing end misses," says

and Regal cars.
The most radical change I have noticed s in the types of people who buy a biles. A few years ago they were almost exclusively people of large means and leisure. To-day to one Abbott-Detroit or Regal car sold to a very wealthy man we sell ten to the physician or professional man, whose sphere of usefulness is immeasurably widened by it; to the business man, to whom the car is a definite business asset in the saving of time, energy and nervous strain; to the man of modest income, to whom the car makes possible for possibilities of pleasure, health and social

activity ceptible lessening of the demand for heavy seven and nine passenger, big bodied touring cars and a tremendous increase of demand for ranabouts, roadeters and light four and five passenger cars with their atendant decrease in tire expense and cost

of repair end maintenance.
"Another feature, as striking as it is true, is the fact that the public has become auto-mobile wise. When the industry was still a game, and a brand new one at that, any corner, with a honking device and a smell of gasolene that reeked to the high heavens was an automobile and as such to be viewed with respect. Nowadays the discrimina-tive intelligence of the man who buys a car

Mr. Michelin Suggests Plan for Safety at

Hauvette Michelin, head of the tire works at Milltown, N. J., said recently that the greatest drawback to a more general use of anti-skids in this country has been the added cost, as the motorist already has a complete set of rubber tread tires which of fact," continued Mr. Michelin, "four anti-skid tires are not necessary, only two being required to assure safe driving under all road conditions.

"One anti-skid should be fitted on one of the front wheels and one on the opposite rear wheel. If the driver sits on the right ide then the best disposition of the anti-President of Overland Sales Co. Takes, skid tires is one on the right front wheel Honeymoon Trip in Auto.

T. Silver, president of the Overland s Company of New York, jumped into an riand runabout yesterday and made the to Stamford, Conn., where he was ried. The young woman who became for the two wheels still carrying ordinary tires.

Seven years are but a day with an auto-

AUTOMOBILES.

Mitchell Mitchell 6-Cylinder Car Where Can You Find its Equal? THE Mitchell 6-cylinder Car (Model S) sells for \$2,250, fully equipped. Search

> ing buyer of today. THE motor actually demonstrates more than its rated 50 H.P. The cylinders are 4 1/4 x 5 and cast in pairs. The four-door bodies are made in 7-passenger touring car and 5-passenger close-coupled types, with a wheelbase of 130 inches and 36 x 41/2 inch tires on each wheel. All the lines are distinctive, up-todate and pleasing, with the upholstery, fittings, etc., in perfect harmony.

high or low, you cannot find its equal. Silent

and smooth, yielding under throttle control

the power needed for that particular moment,

it is certainly the car for the wise, discriminat-

IF you want to know what the Mitchell

Ask For A Demonstration.

MITCHELL MOTOR CO. of N. Y ay. New York

MITCHELL MODEL S

6-cylinder, 50 H.P. in 7-passen-ger touring and 5-passenger close-coupled body types Equipment: Magneto, Top,

Five Lights, Generator, Horn and Tools.

PRICE 52250

Brooklyn: New Salesrooms-1184 Bedford Avenue

### Arthur M. Day, who is president of the Sanney Company, Talks on Businesses.

### Arthur M. Day, who is president of the Arthur M. Day, who is a president of the Arthur M. Day, who is a president of the Arthur M. Day, who is a president of the Arthur M. Day, who is a president of the Arthur M. Day, who is a president of the Arthur M. Day, who is a president of the Arthur M. Day, who is a president of the Arthur M. Day, who is a president of the Arthur M. Day, who is a president of the Arthur M. Day, who is a president of the Arthur M. Day, who is a president of the Arthur M. Day, who is a president of the Arthur M. Day, who is a president of the Arthur M. Day, who is a president of the Arthur M. Day, who is a president of the Arthur M. Day, who is a president of the Arthur M. Day, who is a president of the Arthur M. Day, who is a president of the Arthur M. Day, who is a president of the Arthur M. Da

AUTOMOBILES.

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AUTOMOBILES.

# Think of the truck ten years from now.

Some day you will realize your need for a motor-truck. But before you decide which make you will buy, think what condition that truck will be in after ten years of hard service.

Think over it well because the worth of any truck must rest largely on how rapid is its depreciation.

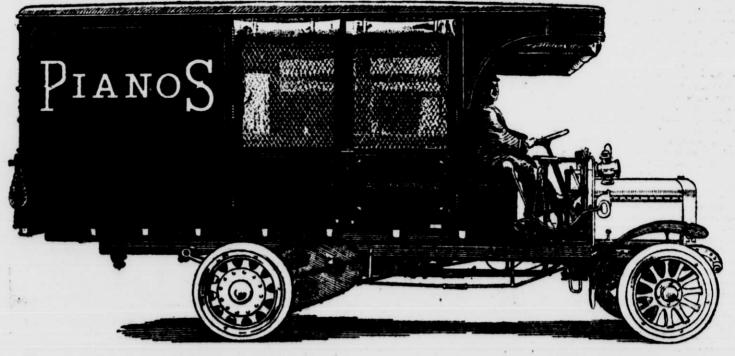
Insist that motor-truck makers show you records. Not one or two, but a good number covering a sufficient period of testing.

The Commer Truck can show an unusual number of remarkable records. In reality we cannot tell how long a Commer Truck will last because not one has ever worn out. Every one of the first lot of Commer Trucks

made seven years ago remains in successful service to-day. A good number have covered over 200,000 miles.

Judging from the average condition of the many seven year old Commer Trucks we have seen, we believe the life of a Commer is indefinite provided the maintenance is continued in an efficient manner. We can give you good proof on which we base this belief.
While the Commer Truck may be the

most costly, it is far from being the most expensive. We know it is the most economical when considered as an investment expected to bring consistent returns for years



We were unable to get specific details regarding oil and gasoline consumption of the above Commer Truck at the time of preparing the advertisement. In response to Mr. Chas. Jacob's questions to the driver, the reply was: "I don't know, sir. She seems to run on air."

# Commer Truck

It took us two years to make up our minds that the Commer Truck was the best high-duty motor-truck in the World's market.

During those two years we were in the same position you are in-we were buying, not selling. We brought all our ten years of experience in automobiles to bear in making the selection right. We scrutinized records and mechanisms with the greatest care for the very good reason that we could take no chance of jeopardizing our established reputation and yearly business of \$2,000,000.

For nine whole months before our final ton model through the most racking tests we could think of. During those nine months of severe daily testing the repair expense was

decision to take the Commer, we put a 3 1-2 absolutely nothing.

On the books of the parent plant in Luten, England, there is not one concern that has ever changed to any other truck since their first purchase of a Commer. Motortruck buying is too businesslike a proposition to enable us to make such a record unless the Commer Truck gave most positive worth.

If you are considering or buying motortrucks and basing your decision on a five to ten year viewpoint, we can give you a concrete idea of what a Commer Truck will save you. We will gladly back this by an actual demonstration.

We will do no theorizing, no generalizing. We ask you to get in touch with us because we shall confine ourselves strictly to facts which will concern you not us. Our telephone number is 8100 Columbus.

### Wyckoff Church & Partridge

BROADWAY AT 56TH STREET, NEW YORK

The Most Complete Motor Service in America